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SAN FRANCISCO PLANNING DEPARTMENT

MIXED USE DEVELOPMENT AT 300 SPEAR STREET

INITIAL STUDY

July 20, 2001

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PLANNING DEPARTMENT

City and County of San Francisco 1660 Mission Street, Suite 500 San Francisco, CA 94103-2414

(415) 558-6378 PLANNING COMMISSION FAX: 558-6409 ADMINISTRATION FAX: 558-6426 CURRENT PLANNING/ZONING FAX: 558-6409 LONG RANGE PLANNING FAX: 558-6426

July 20, 2001

TO: Responsible Agencies, Trustee Agencies, and Interested Parties

FROM: Paul Maltzer, Environmental Review Officer

RE: **Notice of Preparation of a Draft Environmental Impact Report**

The City and County of San Francisco Planning Department is the Lead Agency and will prepare an Environmental Impact Report for the following project:

2000.1090E: 300 Spear Street Project -The proposed project is a mixed-use development of 1,224,000 gross square feet (gsf), consisting of 860 residential units (1,114,000 gsf), about 60,000 gsf of retail and 50,000 gsf of office space with approximately 1,000 underground parking spaces. The site is located on Assessor's Block 3745, Lot 1, which is on the northern half of the block situated between Folsom, Harrison, Spear and Main Streets. Two residential towers, 25 and 29 stories (350-feet and 400-feet tall respectively) would rise above an eight-story, 80-foot tall building base that would cover the entire site. The project site would also need to be rezoned from P (Public) with height limits of 105 and 200 feet to RC-4 (Residential/Commercial High-Density) with a 400 foot height limit. In addition, a Planning Code text amendment for the creation of a new Residential-Commercial sub-district under the Rincon Hill Special Use District Overlay and an amendment to the Rincon Hill Plan, a part of the San Francisco General Plan, would be needed. These amendments would be in conjunction with the proposed project at 201 Folsom Street that would also require rezoning and would also include Lot 8 in Assessor's Block 3745, the remaining lot in the existing P district that is privately owned.

The Notice of Preparation of a Draft Environmental Impact Report (EIR) and Notice that an EIR is Determined to be Required for the above-referenced project are being sent to you because you have expressed an interest in the proposed project, or because you have been identified by the Planning Department as potentially having an interest in the project. Notice of publication of these documents will be printed in a newspaper of general circulation on the day following the date of these notices. As stated in these Notices, the Planning Department has determined that pursuant to the California Environmental Quality Act (CEQA) an EIR must be prepared prior to any final decision regarding the project.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency may need to use the EIR when considering a permit or other approval for this project.

Written comments on the scope of the EIR will be accepted until the close of business on August 22,2001. Written comments should be sent to: Paul Maltzer, Environmental Review Officer, San Francisco Planning Department, 1660 Mission Street, Ste. 500, San Francisco, CA 94103. Please include the name of a contact person in your agency. Thank you.

Paul Maltzer
Environmental Review Officer

July 20, 2001
Date

DOCUMENTS DEPT.

JUL 23 2001

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PLANNING DEPARTMENT

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NOTICE THAT AN ENVIRONMENTAL IMPACT REPORT (EIR) IS DETERMINED TO BE REQUIRED

Date of this Notice: July 21, 2001

Lead Agency: Planning Department, City and County of San Francisco
1660 Mission Street - 5th Floor, San Francisco, CA 94103-2414

Agency Contact Person: Benjamin Helber, AICP **Telephone**: (415) 558-5968

Project Title: 2000.1090E - 300 Spear Street Project
Project Sponsor: Union Property Capital, Inc.
Project Contact Person: Martin P. Dalton, (415) 989-8846

Project Address: 300 Spear Street **Assessor's Block(s) and Lot(s)**: 3745/1
City and County: San Francisco

Project Description: The proposed project is a mixed-use development of 1,224,000 gross square feet (gsf), consisting of 860 residential units (1,114,000 gsf), about 60,000 gsf of retail and 50,000 gsf of office space with approximately 1,000 underground parking spaces. The site is located on Assessor's Block 3745, Lot 1, which is on the northern half of the block situated between Folsom, Harrison, Spear and Main Streets. Two residential towers, 25 and 29 stories (350-feet and 400-feet tall respectively) would rise above an eight-story, 80-foot tall building base that would cover the entire site. The project site would also need to be rezoned from P (Public) with height limits of 105 and 200 feet to RC-4 (Residential/Commercial High-Density) with a 400 foot height limit. In addition, a Planning Code text amendment for the creation of a new Residential-Commercial sub-district under the Rincon Hill Special Use District Overlay and an amendment to the Rincon Hill Plan, a part of the San Francisco General Plan, would be needed. These amendments would be in conjunction with the proposed project at 201 Folsom Street that would also require rezoning and would also include Lot 8 in Assessor's Block 3745, the remaining lot in the existing P district that is privately owned.

THIS PROJECT MAY HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT AND AN ENVIRONMENTAL IMPACT REPORT IS REQUIRED. This determination is based upon the criteria of the Guidelines of the State Secretary for Resources, Section 15063 (Initial Study), 15064 (Determining Significant Effect), and 15065 (Mandatory Findings of Significance), and the following reasons, as documented in the Environmental Evaluation (Initial Study) for the project, which is attached.

Paul Maltzer
Environmental Review Officer
Planning Department

INITIAL STUDY
2000.1090E
Mixed Use Development at 300 Spear Street.

PROJECT DESCRIPTION

The proposed project is a mixed-use development of 1,224,000 gross square feet (gsf), consisting of 860 residential units (1,114,000 gsf), about 60,000 gsf of retail and 50,000 gsf of office space with approximately 1,000 underground parking spaces. The site is located on Assessor's Block 3745, Lot 1, which is on the northern half of the block situated between Folsom, Harrison, Spear and Main Streets. Two residential towers, 25 and 29 stories (350-feet and 400-feet tall respectively) would rise above an eight-story, 80-foot tall building base that would cover the entire site. The project site would need to be rezoned from P (Public) with height limits of 105 and 200 feet to RC-4 (Residential/Commercial High-Density) with a 400 foot height limit. In addition, a Planning Code text amendment for the creation of a new Residential-Commercial sub-district under the Rincon Hill Special Use District Overlay and an amendment to the Rincon Hill Plan, a part of the San Francisco General Plan, would be needed. These amendments would be in conjunction with the proposed project at 201 Folsom Street that would also require rezoning and would include Lot 8 in Assessor's Block 3745, the remaining lot in the existing P district that is privately owned.

Project Location

The 300 Spear Street project site is currently a 275-foot by 275-foot surface parking lot and occupies a total land area of approximately 1.7 acres or 75,625 sq.ft. The project site is located on the west side of Spear Street, and includes all of the northern half of the block bounded by Spear, Folsom, Main and Harrison Streets. The site is relatively flat and slopes up toward Main and Harrison Streets. The AboveNet building at 160 Harrison Street, and Telecom Center 1 at 100 Harrison Street occupy the southern half of the block (Lots 8 and 9 respectively). City streets

south of and including Market Street are oriented northwest to southeast (e.g., First, Beale and Main Street) and northeast to southwest (e.g., Folsom, Harrison and Bryant Streets). To simplify the discussion of these streets, the convention of calling northwest-to-southeast streets "north-south" and calling northeast-to-southwest streets "east-west" is used in this document.

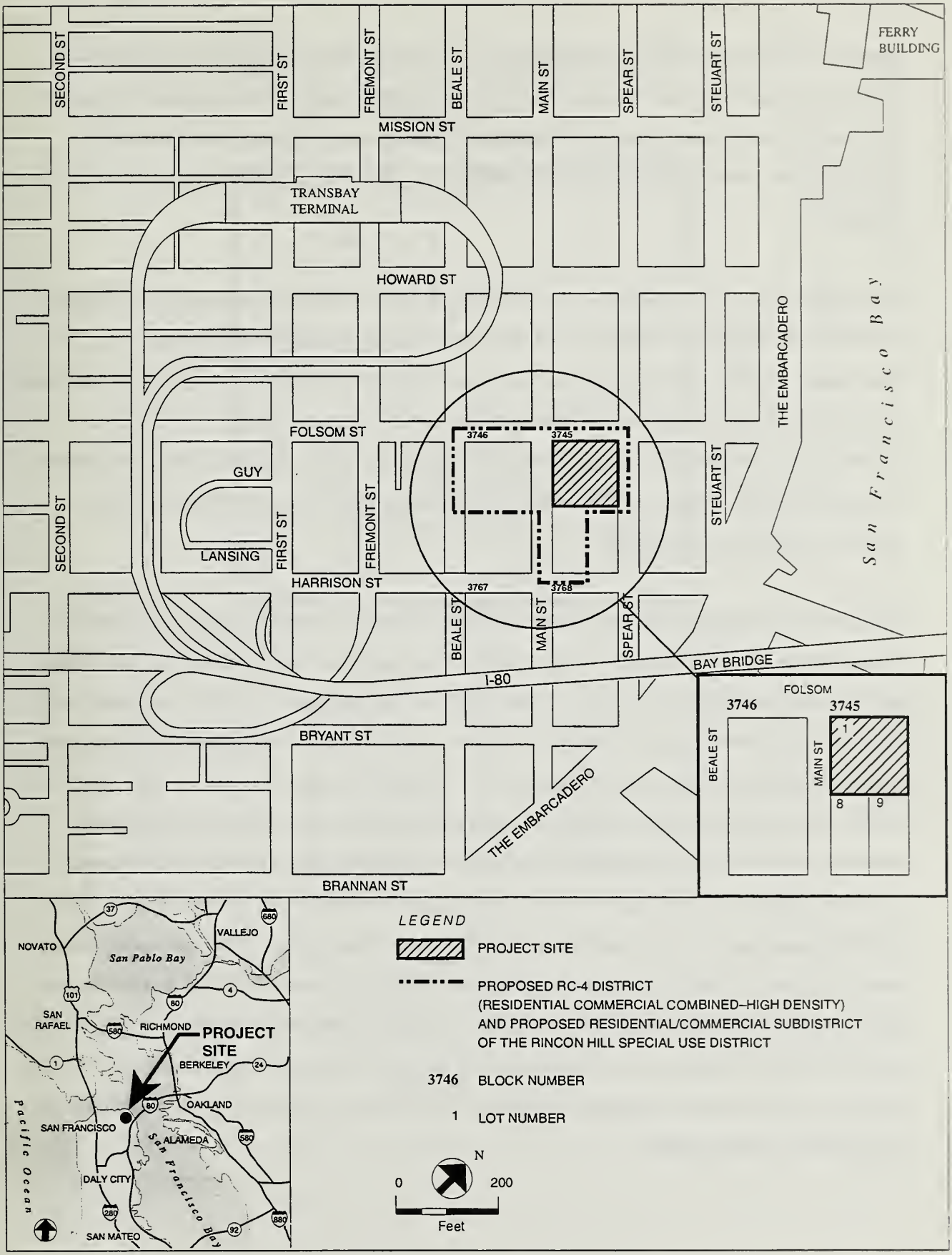
The project site is in the Rincon Hill Special Use District. The site is two blocks west of San Francisco Bay near The Embarcadero. (See Figure 1, Project Location.) The anchorage of the San Francisco-Oakland Bay Bridge is one block south of the project site. In the vicinity of the site are the southeastern portion of Downtown San Francisco and the San Francisco Transbay Terminal to the north, Hills Plaza and The Embarcadero to the east, and the South of Market neighborhood to the west and south. The Rincon Point-South Beach Redevelopment Area is located one block northeast of the site and two blocks southwest of the site. The proposed Transbay Redevelopment Project Area is directly north of Folsom Street.

One block east of the project site at the intersection of Folsom and Spear Streets are Hills Plaza and the Gap Headquarters Building. One block to the west is a surface parking lot (at 201 Folsom Street) and the Unites States Postal Service Annex building. The 201 Folsom Street parking lot is proposed as a site for residential development with highrise residential towers, similar to the proposed project at 300 Spear Street. Land use in the immediate vicinity is a mix of commercial (office and retail), residential, and parking uses. Office above ground-floor retail is the predominant use north and east of the site, and residential above ground-floor retail/office is the predominant use south and west of the site.

The project site is zoned P (Public Use); it is in the 105-R and 200-R Height and Bulk districts.

Proposed Mixed Use Development

The proposed project would have two 80-foot tall building bases surrounding an oval-shaped landscaped courtyard, bisected by a 50-foot wide pedestrian walkway, running east-west. (See



300 SPEAR STREET

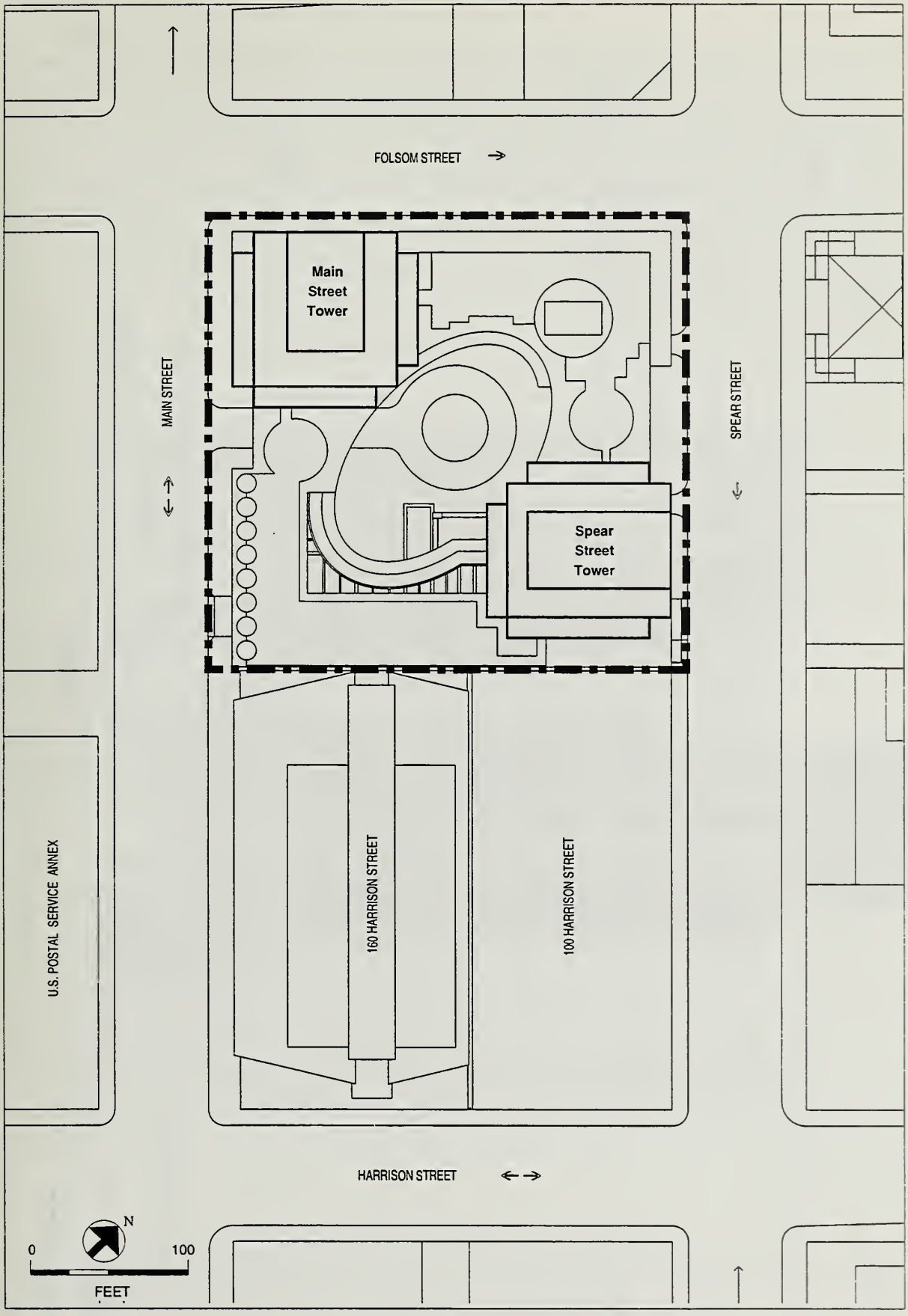
SOURCE: Turnstone Consulting

FIGURE 1: 300 SPEAR STREET PROJECT LOCATION

Figure 2, Project Site.) Above the building bases, two towers would rise to about 350 and 400 feet above street level. (See Figures 3 and 4, Spear Street Elevation and Main Street Elevation.) The building bases would contain residential and parking uses, with some retail and office space. The two towers would include residential uses. There would be six levels of subsurface parking.

Proposed uses on the site include about 60,000 sq.ft. of retail space on the mezzanine, first and second levels, and about 50,000 sq.ft. of office space on the mezzanine and second levels. The retail spaces would support several different retail users and would face Spear, Folsom and Main Streets. The project proposes about 860 residential units (in approximately 1,114,000 gross square feet) in the base above the retail and office uses, and within the two towers. The project would also provide a fitness center, activity room, indoor pool and spa at the second level, primarily for the use of residents.

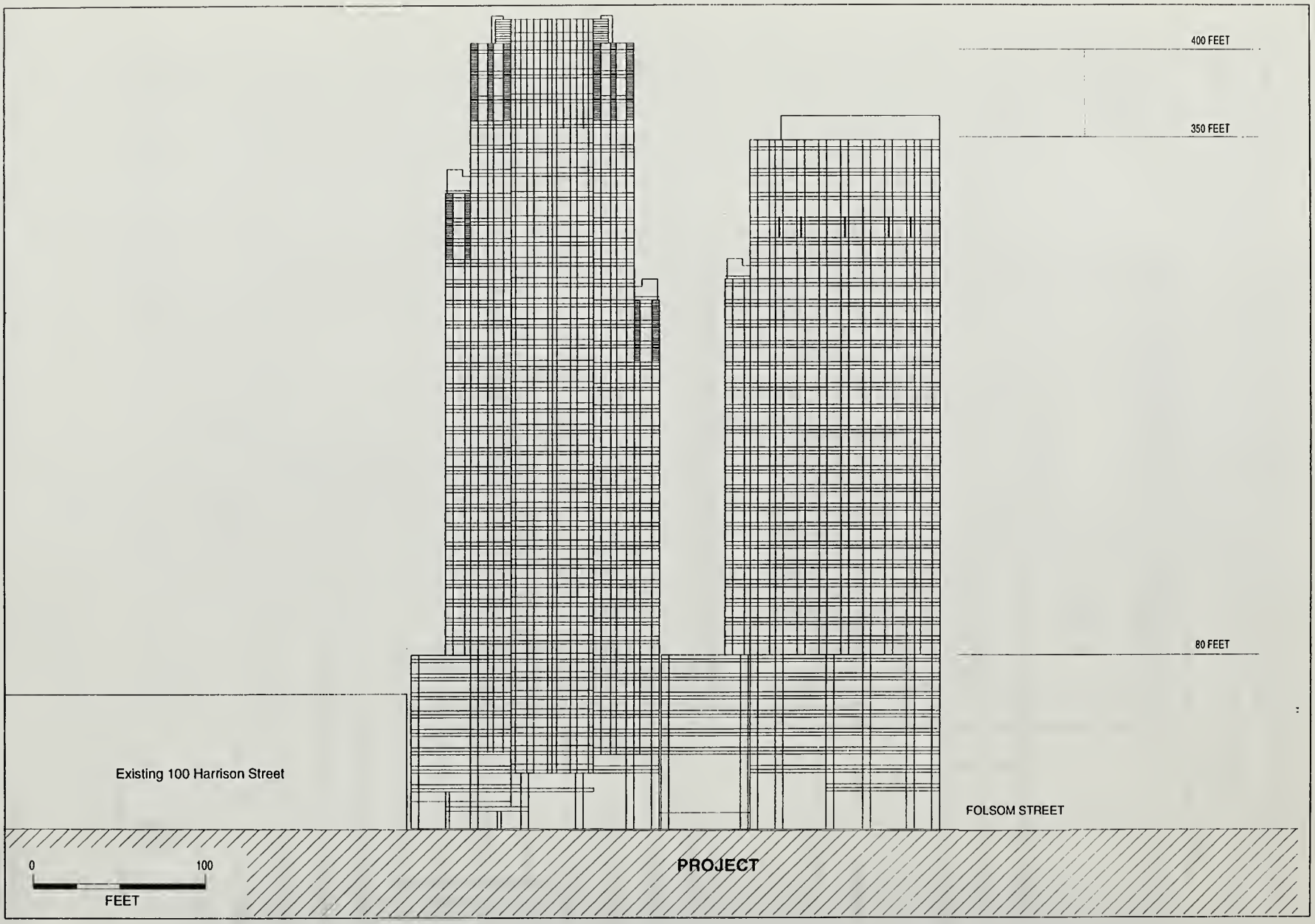
The east-west pedestrian connection between the two proposed building bases would parallel Folsom Street. It would connect to Spear Street with a pedestrian walkway, and to Main Street with a pedestrian walkway/vehicular connection. The building bases would be connected on the fifth, sixth, and seventh floors. The building bases would be built to the property lines on Spear, Main, and Folsom Streets, and a highrise residential tower would be built above each base. The two towers would be set at the diagonal corners of the site to create the greatest separation between towers. The tower fronting on Main Street at Folsom Street (the Main Street tower) would be about 350 feet tall and the tower fronting on Spear Street near the southern property line (the Spear Street tower) would be about 400 feet tall. Each tower would have a maximum length of about 116 feet and a maximum diagonal dimension of about 145 feet. At their closest point the towers would be about 87.5 feet apart. The mass of each tower would be reduced at the uppermost levels. Street trees are proposed along sidewalk frontages of Spear, Folsom and Main Streets as well as along the pedestrian walkway; open space is proposed at ground-level and on the top of the building bases.



300 SPEAR STREET

SOURCE: Heller • Manus

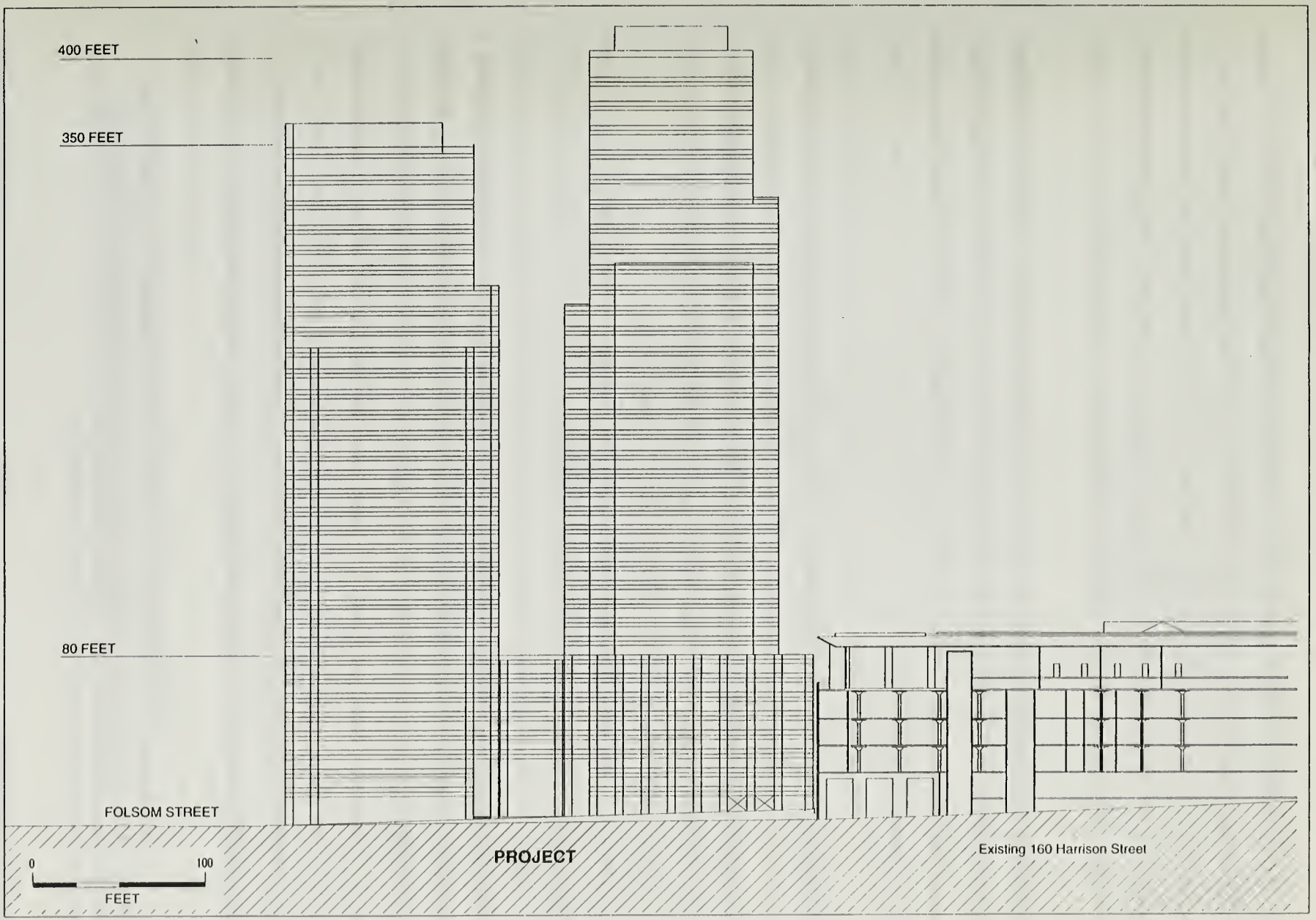
FIGURE 2: 300 SPEAR STREET PROJECT SITE



300 SPEAR STREET

SOURCE: Heller • Manus

FIGURE 3: SPEAR STREET ELEVATION



300 SPEAR STREET

SOURCE: Heller • Manus

FIGURE 4: MAIN STREET ELEVATION

A total of approximately 1,100 parking spaces would be provided in up to six levels of subsurface parking. Access to parking for both the residential and commercial uses would be from a 27-foot wide parking driveway that runs the length of the site, from Spear Street to Main Street, along the south side of the project site. The parking driveway would be accessible from both Spear Street (at the mezzanine level) and Main Street (at the first level).

A total of five off-street freight loading spaces, with maneuvering area, would be provided at the mezzanine level of the building base (along the south side of the project site) for residential and commercial uses. Access to loading dock entrances would be from Spear and Main Streets, off the parking driveway.

Development would occur in a single phase and would be expected to take about 30 months.

The project site is zoned P (Public) and is located in the Residential subdistrict of the Rincon Hill Special Use District. The project would require rezoning and amendments to the *General Plan* Rincon Hill Plan as described below in order to be approved.

Requested Rezoning and General Plan Amendments

The project, jointly with 201 Folsom Street, includes a request to rezone most of the P (Public) Use District, bounded by Beale Street on the west, Folsom Street on the north, Harrison Street on the south, and Spear Street on the east, to RC-4 (Residential-Commercial High Density). The area to be rezoned is shown on Figure 1, Project Location. The requested rezoning would cover the 300 Spear Street project site and 160 Harrison Street site on Block 3745, Lots 1 and 8; Lot 9 in Block 3745 would remain designated RC-4.[1] The requested rezoning would also cover the northern half of Block 3746, which is currently part of Lot 1. The southern half of Block 3746,

[1] The property at 160 Harrison Street is also in the P District. It is occupied under a long-term (20-year) lease by a private utility use, permitted in a P district with a Conditional Use authorization. A Conditional Use authorization was approved in July 2000. Because the site is privately owned, it has been included in the area to be rezoned, although no further development of the site is contemplated.

occupied by the United States Postal Service Annex, would remain in the P district. Three Height and Bulk Districts cover the P district: 200-R on the northern half of both Blocks 3745 and 3746, 105-R on the southern half of Block 3745, and 150-R on the southern half of Block 3746. Blocks 3745 and 3746 are in the Residential subdistrict of the Rincon Hill Special Use District (SUD) and therefore subject to the provisions of Planning Code Section 249.1.

The requested rezoning would change most of the P district to RC-4 under the Rincon Hill SUD overlay. Under Rincon Hill SUD controls in Planning Code Section 249.1, the residential-to-commercial ratio of 6:1 (6 sq.ft. of residential space for every 1 sq.ft. of commercial space) would be retained, and a new Residential/Commercial subdistrict is requested. The rezoning request would establish requirements for parking at a maximum of one parking space per residential unit, one parking space per 500 sq.ft. of retail space, and one parking space per 1,500 sq.ft. of office space. Open space requirements would be similar to those applicable elsewhere in the City, at 1:50 for non-residential uses, and 36 sq.ft. of private open space or 48 sq.ft. of common open space for each residential unit.

A height limit change from 105, 150 and 200 feet to 400 feet has been requested. A minimum of a 50-foot height differential would be required if two towers are proposed on a site. The existing bulk limit would be changed from R (requiring 50 percent of the building frontage to be set back 5 feet above 80 feet) to a new RH bulk district, with graduated bulk limits for lower, mid- and upper-towers. At least 50 percent of the building frontage above the building base on Folsom Street would be required to be set back a minimum of 12.5 feet. The rezoning would permit 100 percent site coverage for the building base.

General Plan amendments have been requested to address the new "Residential/Commercial Subdistrict" provisions and related changes within the *Rincon Hill Plan.* The amendments to the *Rincon Hill Plan* include:

- amending several Objectives to add reference to the proposed new Residential/Commercial Subdistrict and amending Map 3, "Land Use";

- deleting portions of Objective 20 Policies, and amending Map 5, "Publicly Accessible Open Space Opportunities," that call for narrowing Main Street;
- identifying separation-of-towers parameters for the new Residential/Commercial Subdistrict
- revising the open space requirements to conform with proposed Planning Code requirements in the proposed new Residential/Commercial Subdistrict of the Rincon Hill SUD;
- revising height limits, including amending Map 4.

The changes requested would eliminate the planned reduction in the width of Main, Beale and Spear Streets as recommended in Objective 13, Objective 22, and Objective 26 of the *Rincon Hill Plan*; would divide Rincon Hill into three subareas–residential, commercial/industrial, and residential/commercial–instead of the two included in Objective 3 Policies of the *Rincon Hill Plan*; and would amend the Land Use Plan (Map 3) to show a new Residential/Commercial Subdistrict covering the 300 Spear Street, 201 Folsom Street, and 160 Harrison Street lots.

A new section is requested to be added to Objective 3 Policies of the *Rincon Hill Plan* (before "Non-Conforming Uses"), describing the Residential/Commercial Subdistrict, and applying the "Residential/Commercial" designation to those properties (including those in the northern half of Blocks 3745 and 3746) that were previously zoned "P" but that have been or are in the process of being sold to private entities for private development. The Rincon Hill Plan Amendment would provide that this area (consisting primarily of two large vacant sites) be developed predominantly with highrise residential structures built over bases that would provide a combination of residential, retail, office and other commercial uses. The request would amend Height Limits (Map 4) to reflect overall height limits of 400 feet and 300 feet for the requested Residential/Commercial Subdistrict.

Other changes requested would make the Rincon Hill Plan consistent with the existing Rincon Hill parking requirements in Objective 5 and Objective 26 of the *Rincon Hill Plan*; would

specify a minimum separation of 82.5 feet between towers at a height of 80 feet to 350 feet, with an 87.5-foot separation at the upper 50 feet of towers, in the Residential/ Commercial Subdistrict; and would allow additional height in the Residential/Commercial Subdistrict. Open space area requirements would be replaced with a new ratio of one net square foot of open space per 50 square feet of gross floor area for all non-residential uses under Objective 20 Policies. Sidewalk widening mandated in the Plan for Assessors Blocks 3744 to 3748 would be eliminated for Blocks 3745 and 3746, and Map 6 would be revised to reflect this change.

APPROVALS

The following approvals would be required from City decision-makers for the project:

- Amend Planning Code Zoning Maps to rezone privately owned parts of existing P (Public) District to RC-4 (Residential-Commercial High Density), increase height limits from 105, 150 and 200 feet to 300 and 400 feet, and change bulk limit from R to RH: (Planning Commission recommendation, Board of Supervisors approval).
- Amend Planning Code Text to add a new Residential/Commercial Subdistrict to the Rincon Hill SUD: (Planning Commission recommendation, Board of Supervisors approval).
- Amend *General Plan* Rincon Hill Plan: (Planning Commission approval, referral to Board of Supervisors for approval).
- Conditional Use Authorization/Planned Unit Development (PUD) for buildings taller than 40 feet in an R district: (Planning Commission approval).

II. SUMMARY OF POTENTIAL ENVIRONMENTAL EFFECTS

A. EFFECTS FOUND TO BE POTENTIALLY SIGNIFICANT

This Initial Study examines the 300 Spear Street project and proposed rezoning to identify potential effects on the environment. On the basis of this study, project-specific effects that have been determined to be potentially significant relate to land use, visual quality and urban design, transportation, air quality, shadows, and wind. These issues will be analyzed in the Environmental Impact Report (EIR). Topics noted "TO BE DETERMINED" mean that discussion in the EIR will enable a determination of whether or not there would be a significant impact.

B. EFFECTS FOUND NOT TO BE POTENTIALLY SIGNIFICANT

The following effects of the 300 Spear Street project have been determined to be either insignificant or to be mitigated through measures included in the project: population and housing, noise, construction air quality, utilities/public services, biology, geology/topography, water, energy/natural resources, hazards, and historic/cultural resources. These issues are discussed below and require no further environmental analysis in the EIR.

III. ENVIRONMENTAL EVALUATION CHECKLIST AND DISCUSSION

A. COMPATIBILITY WITH EXISTING ZONING AND PLANS

	Not Applicable	Discussed
1. Discuss any variances, special authorizations, or changes proposed to the City Planning Code or Zoning Map, if applicable.	_	X

	Not Applicable	Discussed
2. Discuss any conflicts with any adopted environmental plans and goals of the City or Region, if applicable.	_	X

The 300 Spear Street project and rezoning would require review by the Planning Commission, the Department of Public Works, and the Board of Supervisors in the context of the *San Francisco General Plan* and other relevant plans. Applicable Area Plans and Elements of the *General Plan* include the Rincon Hill Area Plan, the Urban Design Element, Residence Element, and Commerce and Industry Element. If the project, on balance, were to have substantial conflicts with General Plan objectives and policies, it could not be approved.

Plans and policies will be discussed in the EIR. The EIR will also address the status of the proposed rezoning of the Rincon Hill Plan area and of the proposed Transbay Redevelopment Plan. The 300 Spear Street project and rezoning includes *General Plan* amendments to the Rincon Hill Area Plan, and amendments to the Planning Code and Zoning Maps, and thus the EIR will discuss these issues in some detail.

ENVIRONMENTAL EFFECTS

Except for the categories of land use, visual quality and urban design, transportation, air quality, shadows, and wind as noted above, all items on the Initial Study Checklist incorporated herein have been checked "No" indicating that, upon evaluation, staff has determined that the proposed project could not have a significant adverse environmental effect. Several checklist items have also been checked "Discussed" indicating that the Initial Study text includes discussion of that particular issue. For all of the items checked "No" without discussion, the conclusions regarding potential significant adverse environmental effects are based upon field observation, staff and consultant experience on similar projects, and/or standard reference material available within the Planning Department, such as the Department's Transportation Guidelines for Environmental Review, or the California Natural Diversity Data Base and maps, published by the California Department of Fish and Game. For each checklist item, the evaluation has considered the impacts of the project both individually and cumulatively.

1. **Land Use** - Would the project:	Yes	No	Discussed
a. Disrupt or divide the physical arrangement of an established community?			To be determined
b. Have any substantial impact upon the existing character of the vicinity?			To be determined

As noted in the project description, the site is located between the C-3 Downtown Commercial District north of Folsom Street, and Rincon Hill residential uses on and south of Harrison Street. The proposed Transbay Redevelopment Project Area is across Folsom Street, north of the project site. The Rincon Point-South Beach Redevelopment Plan area is two blocks northeast of the site and one block southwest of the site. A residential development is being proposed by a different project sponsor at 201 Folsom Street, immediately west of the 300 Spear Street project site. Land uses in the vicinity of the project site consist of primarily residential uses to the south and west, and primarily office and commercial uses to the north. The project site is a paved parking lot and is in a transition area between the highrise office above retail use in the Downtown Commercial District and highrise residential above office/retail use in the Rincon Hill Plan area.

On its south side, the project site is adjacent to the AboveNet building at 160 Harrison Street which accommodates telecommunication/internet service exchange (utility) uses, and the Telecom Center 1 building site at 100 Harrison Street, which accommodates telecommunication facilities above retail uses. Across Harrison Street and south of Block 3745 is the five-story Gap Inc. office building (at One Harrison Street); the two-story, 46-unit Harbor Lofts (at 400 Spear Street); the nine-story, 150-unit Portside II residential building (at 403 Main Street); the 13-story, 288-unit Bay Crest residential building (at 201 Harrison Street); and the12-story, 245-unit Bridge View Towers residential building under construction (at 400 Beale Street). Across Main Street and west of the site (on Block 3746) is the eight-story U.S. Postal Service Annex (at 390 Main Street) and a parking lot (at 201 Folsom Street). One block west on the west side of Beale Street is the 19-story, 226-unit Avalon Towers containing residential over ground-floor retail

uses (at 388 Beale Street). Across Folsom Street and north of the site is the 12-story Gap Inc. Headquarters building with ground-floor retail (at 250 The Embarcadero), an 18-story office above ground-floor retail building (at 201 Spear Street), a seven-story structured parking lot, a paved parking lot, a two-story industrial building (at 160 Folsom Street), a 17-story office above ground-floor retail building (at 221 Main Street), a six-story building with office above ground-floor retail and daycare (at 220 Spear Street), a four-story office building above ground-floor retail (at 210 Spear Street), a five-story office building above ground-floor retail (at 101 Howard Street), the 17-story Charles Schwab building (at 211 Main Street), a two-story industrial building (at 200 Folsom Street), and the Golden Gate Bus Parking lot. Across Spear Street and east of the site is Hills Plaza (at Two Harrison Street)[2] which accommodates office space in the south tower, 67 residential units in the 18-story north tower, retail space on the ground and second levels (including two restaurants), institutional uses (Marin Day School Child Care), and subsurface parking.

The proposed project would accommodate commercial (office/retail) uses in the building base (eight stories), residential uses in the building base and towers, and six levels of subsurface parking. The project's proposed uses would be generally consistent with similar residential uses in the project vicinity (towards the south, east and west). The project would further extend the Rincon Hill Residential District north of Harrison Street, as envisioned in the Rincon Hill Area Plan. In particular, the 300 Spear Street project uses would be similar to those in Hills Plaza, although with a greater proportion of residential to commercial uses.

Overall, the project would be consistent with existing and planned land uses in the vicinity. Land use, including additional information on residential uses, will be discussed in the EIR.

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[2] Hills Plaza has four postal addresses: Two Harrison Street, 345 Spear Street, 75 Folsom Street, and 350 Steuart Street.

2. **Visual Quality** - Could the project:	Yes	No	Discussed
a. Have a substantial, demonstrable negative aesthetic effect?	To be determined		
b. Substantially degrade or obstruct any scenic view or vista now observed from public areas?	To be determined		
c. Generate obtrusive light or glare substantially impacting other properties?	_	X	X

The project site is a paved parking lot with no existing buildings or trees. The project would have a substantial visual effect because of the change from parking lot to the planned residential towers at 350 feet and 400 feet in height. The EIR will discuss visual quality and urban design and provide several photomontages of the proposed building in the context of surrounding existing and proposed structures.

The proposed project would include outdoor lighting typical of multi-unit residential buildings in the City; no unusual amount of light or glare would be created that would interfere with nighttime views. Therefore the project would not cause significant light and glare and no further discussion is required in the EIR.

3. **Population** - Would the project:	Yes	No	Discussed
a. Induce substantial growth or concentration of population?	_	X	X
b. Displace a large number of people (involving either housing or employment)?	_	X	X
c. Create a substantial demand for additional housing in San Francisco, or substantially reduce the housing supply?	_	X	X

Uses in the proposed project would be consistent with the Rincon Hill Plan, which calls for high-density residential uses because the area is close to Downtown San Francisco. A majority of the people living in the Rincon Hill residential area could conceivably be employed in Downtown San Francisco, and could easily walk to work from home.

Based on employment density factors[3] of 275 sq.ft. per employee for office use, and 350 sq.ft. per employee for retail use, the proposed retail and office use is estimated to employ approximately 355 people. There would also be about 15 parking, janitorial, maintenance and building management employees. Currently, there are no commercial uses on the site. This increase in employment would be about 0.05% of total employment projected for San Francisco in year 2020 (731,660 employees), and it would be about 0.35% of projected employment growth from 2000-2020 (102,800 jobs).[4] This potential increase in employment would be small in the context of total employment in San Francisco.

Increases in a city's employment in turn increase demand for local housing. San Francisco is the central city (and most urban place) in an attractive region. The San Francisco Bay Area is known for its agreeable climate, open space, recreational opportunities, cultural amenities, a strong and diverse economy, and prominent educational institutions. As a regional employment center, San Francisco attracts people who want to live close to where they work. These factors continue to support a strong demand for housing in San Francisco. Providing new housing to meet this strong demand is particularly difficult because the amount of land available is limited and land and development costs are relatively high. For these reasons, San Francisco consistently ranks as one of the most expensive housing markets in the United States.

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[3] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.7, p. C.5, certified September 17, 1998.

[4] Data from Association of Bay Area Governments, Projections 2000 located at http://www.abag.ca.gov/abag/overview/pub/p2000/summary.html

During the period of 1990-2000, the number of new housing units completed citywide ranged from a low of about 500 units (1993) to a high of about 2,100 units (1990, 1991) per year. The citywide annual average over that 11-year period was about 1,200 units.

In March 2001, the Association of Bay Area Governments (ABAG) projected regional needs in the Regional Housing Needs Determination (RHND) 1999-2006 allocation. The jurisdictional needs of the City for 2006 is 20,372 dwelling units or an average yearly need of 2,716 net new dwelling units. The proposed project would help to satisfy this need.

The proposed project would not create substantial demand for new housing. The project's 860 residential units would more than offset housing demand from the employment in the project.

As stated above, there is substantial demand for new residential units in San Francisco. Based on household density factors[5] of about 1.35 persons per dwelling unit, the proposed development is estimated to accommodate approximately 1,150 people. Currently, there are no residential units on the site; substantial amounts of new residential units have been built recently or are under construction in the Rincon Hill area, including the recently occupied Avalon Towers on Beale Street, the 245-unit residential building under construction at 400 Beale Street, and the 200 units recently approved at First and Folsom Streets. While potentially noticeable to immediately adjacent neighbors, the increase in numbers of residents on the project site would not substantially increase the area-wide population, and the resulting density would not exceed levels that are common and accepted in high density urban areas such as San Francisco. Therefore, the project's population increase would not be a significant effect.

Based on the above analysis, no significant physical environmental effects on population would occur, and these issues require no further analysis in the EIR.

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[5] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Subsequent EIR*, Planning Department File No. 96.771E, SCH No. 97092068, Vol. IV, Appendices, Table C.6, p. C.4, certified September 17, 1998.

4. **Transportation/Circulation** - Would the project:	Yes	No	Discussed
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system?			To be determined
b. Interfere with existing transportation systems, causing substantial alterations to circulation patterns or major traffic hazards?			To be determined
c. Cause a substantial increase in transit demand which cannot be accommodated by existing or proposed transit capacity?			To be determined
d. Cause a substantial increase in parking demand which cannot be accommodated by existing parking facilities?			To be determined

The proposed residential uses of the project (and to a lesser degree employment on the project site) would place demands on the local transportation system, including increased traffic, transit demand, and parking demand. The EIR will discuss project effects related to transportation and circulation, including intersection operations, transit demand, and impacts on pedestrian circulation, parking, bicycles, and freight loading, as well as construction impacts. The analysis will take into account the Bay Bridge retrofit construction activities (scheduled to be completed by August 2001),[6] the City's proposed rezoning of the Rincon Hill area as a whole, and the proposed transit-oriented development associated with the Transbay Terminal/Caltrain Downtown Extension project.

[6] See Caltrans website for schedule: http://www.dot.ca.gov/dist4/eastspans/projects.html.

5. **Noise** - Could the project:	Yes	No	Discussed
a. Increase substantially the ambient noise levels for adjoining areas?	__	X	X
b. Violate Title 24 Noise Insulation Standards, if applicable?	__	X	X
c. Be substantially impacted by existing noise levels?	__	X	X

Outdoor noise in the vicinity of the project area includes numerous potential sources of noise. The most significant existing source of noise throughout most of San Francisco is traffic. This is especially true of the project area because of the proximity of Interstate 80 and the Bay Bridge connection routes, and the Transbay Transit Terminal bus ramps. Non-traffic noise sources in the area would include temporary construction noise due to other projects in the vicinity such as the new residential units at 400 Beale Street and the Bay Bridge seismic retrofit. The nearest sensitive receptors to the project site are residential uses, including Harbor Lofts, Portside II, and Bay Crest residential buildings on the south side of Harrison Street, the residential units in Hills Plaza on the east side of Spear Street, and Embarcadero Lofts and Avalon Towers on the west side of Beale Street, one block to the west. Residences are also located on Guy and Lansing Streets about three blocks west of the project site.

Effects on Ambient Noise Levels

Construction Noise. Construction activities from the project potentially could include excavation and hauling, foundation construction, steel erection, and finishing. Construction activities would be temporary and intermittent and would occur at different times through the phases of project construction. The buildings would probably have a mat foundation; therefore pile driving would not be likely to occur. Construction would extend for about 30 months. Approximately 4 months would be devoted to excavation, approximately 6 months would be devoted to foundation, and approximately 20 months would be devoted to erection and finishing.

Construction of other nearby projects, such as the proposed highrise residential towers at 201 Folsom Street across Main Street, the Bay Bridge retrofit, and construction in the proposed Transbay Redevelopment Project Area, that coincide with construction of the proposed development would temporarily increase the overall noise levels in the immediate vicinity of construction activities, as the noise intensity would be greater with a larger number of noise sources.

Noise impacts from construction activities could be reduced in three ways: reduce the sound level at the source, provide the receiver with shielding, or alter the path of sound transmission. Construction noise is regulated by the San Francisco Noise Ordinance (Article 29 of the Police Code). The ordinance requires that noise levels from individual pieces of construction equipment, other than impact tools, not exceed 80 dBA at a distance of 100 ft. from the source. Impact tools, such as jackhammers and impact wrenches, must have both intake and exhaust muffled to the satisfaction of the Director of Public Works. Section 2908 of the Ordinance prohibits construction work between 8:00 p.m. and 7:00 a.m., if noise would exceed the ambient noise level by 5 dBA at the project property line, unless a special permit is authorized by the Director of Public Works. The project demolition and construction operations would comply with the Noise Ordinance requirements. Compliance with the Noise Ordinance is required by law and would reduce any impacts to a less-than-significant level. While pile driving is not expected, if it were to be needed, Mitigation Measure 1 (see pp. 46-47) would reduce temporary noise impacts to less-than-significant levels.

Based on the above analysis, no further analysis of construction noise will be presented in the EIR.

Traffic Noise. Ambient noise levels in the vicinity of the project are typical of noise levels in urban San Francisco. The ambient noise is dominated by vehicular traffic, including trucks, cars. buses, and emergency vehicles. Generally, traffic must double in volume to produce a noticeable increase in noise levels. Traffic volumes would not be expected to double as a result of the

project; therefore, substantial increases in traffic noise levels would not be anticipated in the project area. Traffic noise will not be analyzed further in the EIR.

Building Equipment Noise. The proposed project would include mechanical equipment, such as air conditioning units and chillers, which could produce operational noise. These operations would be subject to the San Francisco Noise Ordinance, Article 29, Section 2909, which limits noise from building operations. Substantial increases in the ambient noise level due to building equipment noise would not be anticipated. Therefore, the EIR will not discuss building equipment noise further.

Interior Noise and Existing Noise Levels

Residential uses would be included in the proposed development. The noise insulation requirements of Title 24 of the California Code of Regulations apply to residential occupancies. Title 24 requires insulation sufficient to limit interior noise levels to 45 dBA or less at night. The Department of Building Inspection would review the final building plans to insure that the building wall and floor/ceiling assemblies meet state standards regarding sound transmission.

The existing background noise levels in the project area are typical of noise levels in urban San Francisco. The existing noise would be occasionally noticeable within the proposed buildings and would dominate the noise environment of the proposed project's open space. Because the proposed development would comply with the Title 24 noise insulation requirements, the existing noise environment would not negatively affect occupant use. Based on this information, the effect of existing noise levels on the proposed development will not require further analysis in the EIR.

6. **Air Quality/Climate** - Could the project:	Yes	No	Discussed
a. Violate any ambient air quality standard or contribute substantially to an existing or projected air quality violation?	To be determined		
b. Expose sensitive receptors to substantial pollutant concentrations?	_	X	_
c. Permeate its vicinity with objectionable odors?	_	X	X
d. Alter wind, moisture or temperature (including sun shading effects) so as to substantially affect public areas, or change the climate either in the community or region?	To be determined		

Effects on Ambient Air Quality

Construction Emissions. During construction, air quality could potentially be affected for short periods. Excavation and movement of heavy equipment could create fugitive dust and emit criteria pollutants as a result of diesel fuel combustion. The criteria pollutants or precursors to criteria pollutants are: nitrogen oxides (NOx), carbon monoxide (CO), sulphur dioxide (SO_2), hydrocarbons (HC), and particulate matter with a diameter of less than 10 microns (PM_{10}). Fugitive dust is made up of particulate matter including PM_{10}.

Construction emissions would occur in short term and temporary phases, but they could still cause adverse effects on local air quality. The Bay Area Air Quality Management District (BAAQMD), in its CEQA Guidelines, has developed an analytical approach that obviates the need to quantitatively estimate these emissions. Instead, BAAQMD has identified a set of feasible PM_{10} control measures for construction activities. The project would include these measures to reduce the effects of construction activities to an insignificant level. (See Mitigation Measure on p. 47 below). San Francisco Ordinance 175-91, adopted by the Board of Supervisors

on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, contractors would obtain reclaimed water from the San Francisco Clean Water Program. Because the project would include these mitigation measures, it would not cause significant construction-related air quality effects. Therefore, the EIR will not address these effects further.

Traffic Emissions. Potential air quality impacts from the proposed project could occur due to increased traffic throughout the region. Region-wide emissions will be assessed in the EIR and compared to the BAAQMD's significance thresholds for regional impacts. Also of concern are CO emissions and the possibility of exceeding CO standards at congested intersections and nearby sensitive receptors. The impact of vehicular CO emissions on local ambient air quality will be assessed in the EIR. CO concentrations will be estimated for existing, existing-plus-project, and future-with-project conditions. The results of the analysis will be compared to state and federal ambient air quality standards to evaluate impacts.

Exposure to Toxic Air Contaminant Emissions/Objectionable Odors

The proposed project includes primarily new residential space, and to a lesser extent office space, new retail and new parking areas. These uses could require operation of natural gas fired boilers or chillers that could emit trace quantities of toxic air contaminants, but they are not expected to have the potential to generate toxic air contaminants in substantial amounts or create any objectionable odors. Therefore, the EIR will not discuss this issue further.

Wind Effects

In order to provide a comfortable wind environment for people in San Francisco, the City established specific comfort criteria to be used in the evaluation of proposed buildings in certain areas of the City. The City Planning Code sets forth wind criteria for the proposed project, which is in the Rincon Hill Special Use District. Section 249.1(b)(3) establishes comfort criteria of

11 miles per hour (mph) equivalent wind speed for pedestrian areas and 7 mph for seating areas, not to be exceeded more than 10% of the time year-round, between 7:00 a.m. and 6:00 p.m. Developments that would cause wind speeds to exceed the comfort level are required to be designed to reduce the ambient wind speeds in the Rincon Hill Special Use District, if feasible. Section 249.1(b)(3) of the Planning Code also establishes as a hazard criterion an equivalent wind speed of 26 miles per hour for a single full hour per year. No building or addition would be permitted that would cause wind speeds to exceed the hazard level more than one hour of any year. No exception may be granted to this criterion. The EIR will analyze the project's effects on existing wind conditions. A wind tunnel test will be performed and the effects of the project will be compared to the applicable criteria.

Shadow Effects

City Planning Code Section 295 restricts net new shadow upon public spaces under the jurisdiction of the Recreation and Park Department by any structure exceeding 40 feet unless the City Planning Commission finds the impact to be insignificant. In the project vicinity, South Park near Brannan Street about seven blocks to the southeast, and Justin Hermann Plaza about four blocks to the northwest of the project, would be subject to Section 295. On the basis of review of preliminary shadow information, the project would not shade areas subject to Section 295.[7] The proposed project could increase shadows on other open spaces and sidewalks in the vicinity; therefore, a shadow study will be completed and the EIR will discuss its results.

7. **Utilities/Public Services** - Would the project:	Yes	No	Discussed
a. Breach published national, state or local standards relating to solid waste or litter control?	_	X	X

[7] The preliminary shadow analysis documenting Section 295 information is on file and available for public review at the Planning Department, 1660 Mission Street.

	Yes	No	Discussed
b. Extend a sewer trunk line with capacity to serve new development?	_	X	X
c. Substantially increase demand for recreation or other public facilities?	_	X	_
d. Require major expansion of power, water, or communications facilities?	_	X	X

Solid Waste

San Francisco's solid waste is disposed of at the Altamont Landfill. A substantial expansion of the landfill was approved in 1997; therefore, the landfill will be able to accommodate San Francisco's solid waste stream well into the future. The solid waste associated with project construction and operation would not substantially affect the foreseeable life of the Altamont Landfill; therefore, the EIR will not further discuss the issue of solid waste generation.

Sewer and Wastewater Treatment Plant Capacity

The site is served by San Francisco's combined sewer system, which handles both sewage and stormwater runoff. No major new sewer construction would be needed to serve the proposed project. Wastewater treatment for the east side of the City is provided primarily by the Southeast Water Pollution Control Plant. The project would meet any wastewater pre-treatment requirements of the San Francisco Public Utilities Commission, as required by the San Francisco Industrial Waste Ordinance.[8] The San Francisco Public Utilities Commission's 1998 Bayside Cumulative Impact Analysis identified four major foreseeable development projects in the east half of the City that would have a measurable effect on the volume of discharges from the sewer system. The 300 Spear Street project was not identified as one of those projects. Furthermore, the project would have little effect on the total wastewater volume discharged through the

[8] City and County of San Francisco, Ordinance No. 19-92,San Francisco Municipal Code (Public Works), Part II, Chapter X, Article 4.1 (amended), January 13, 1992.

combined sewer system, particularly since stormwater runoff contributes greatly to the total flow and the site is already paved (resulting in maximum stormwater flows). For these reasons, the EIR will not evaluate demands on wastewater treatment facilities further.

Public Services

Police and Fire Protection. The project site presently receives police and fire protection services, and the project would create some additional demand for fire and police services in the area. The nearest police station is located at the Hall of Justice at 850 Bryant Street. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on site, the increase in responsibilities would not likely be substantial in light of the existing demand for police protection services in the South of Market area. The nearest fire station, Engine 35, is located at Pier Twenty Two and a Half on The Embarcadero at Harrison Street. Although the project could increase the number of calls received from the area or the level of regulatory oversight that must be provided as a result of the increased concentration of activity on-site, the increase in responsibilities would not likely be substantial in light of the existing demand for fire protection services in the Rincon Hill-Rincon Point area. Furthermore, the increase in demand would not require the construction of any new police or fire prevention facilities. For these reasons, the EIR will not discuss further police or fire protection services.

Power and Communications Facilities

The new buildings would require typical utility connections and could tap into existing power and communications grids. Any relocation would be completed without interruption of service to adjacent properties. The discussion under 11. Energy/Natural Resources on pp. 35-36 includes additional information about demand for power facilities. No new power or communications facilities would be necessary as a result of project implementation, and the EIR will not discuss this issue further.

Water Supply Facilities

The project would consume about 95,000 gallons of water per day.[9] There is no current consumption of water on the site. This would incrementally increase the demand for water in San Francisco. The new construction would be designed to incorporate water-conserving measures, such as installing low-flush toilets and urinals, as required by the California State Building Code Section 402.0(c). The San Francisco Water Department will be contacted regarding adequacy of water supplies to meet the needs of the project. Any written reply from the Water Department will be included in the Appendices to the EIR.

Because the project would not result in a substantial increase in water use, it would not result in a significant impact, and therefore, the EIR will not discuss water supply facilities further.

8. **Biology** - Would the project:	Yes	No	Discussed
a. Substantially affect a rare or endangered species of animal or plant, or the habitat of the species?	__	X	X
b. Substantially diminish habitat for fish, wildlife or plants, or interfere substantially with the movement of any resident or migratory fish or wildlife species?	_	X	X
c. Require removal of substantial numbers of mature, scenic trees?	_	X	X

No known rare, threatened or endangered species are known to exist in the vicinity. The proposed project is in a developed urban area and is completely covered by impervious surfaces.

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[9] City and County of San Francisco Planning Department and San Francisco Redevelopment Agency, *Mission Bay Final Environmental Imapct Report,86.505EMTZ Volume 3 Appendices*, August 12, 1988, p. XIV.D.38, Table XIV.D.35. The Mission Bay Water Demand Calculations, 2000 estimate a demand factor of 75 gallons per day per resident for residential uses, and a demand factor of 95 gallons per day per 1,000 sq.ft. for retail uses.

Development of the site would not affect, or substantially diminish, plant or animal habitats. The project would not interfere with any resident or migratory species. The open space proposed as part of the project would include plants and street trees appropriate for the urban landscape of the project site. Therefore, this topic will not be discussed in the EIR.

9. **Geology/Topography** - Would the project:	Yes	No	Discussed
a. Expose people or structures to major geologic hazards (slides, subsidence, erosion and liquefaction)?	_	X	X
b. Change substantially the topography or any unique geologic or physical features of the site?	_	X	X

Geological Hazards

The Community Safety Element of the *San Francisco General Plan* contains maps that show areas subject to geologic hazards. The project site is located in an area subject to "non-structural to moderate" damage (Modified Mercalli Intensity VII TO VIII) from seismic groundshaking originated by a characteristic earthquake (Moment Magnitude 7.1) along the San Andreas fault approximately 6 miles southwest of San Francisco, and the Northern Hayward fault approximately 12 miles northeast of San Francisco (Maps 2 and 3 in the Community Safety Element), a Seismic Hazards Study Zone designated by the California Division of Mines and Geology. The project site is also in an area of liquefaction potential (Map 4 in the Community Safety Element). The project site is not in an area subject to landslide, seiche or tsunami run-up, or reservoir inundation hazards (Maps 5, 6, and 7 in the Community Safety Element).[10] The project site is not in an Alquist-Priolo Earthquake Fault Zone.[11]

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[10] City and County of San Francisco, *Community Safety Element, San Francisco General Plan*, April 1997.

[11] California Division of Mines and Geology, *Fault Rupture Hazards Zone in California,Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zone Maps*, Special Publication 42, revised 1997, Figure 4B.

In its review of the building permit application for a development proposal in an area of liquefaction potential, the Department of Building Inspection would require the project sponsor to prepare geotechnical reports to assess the nature and severity of the hazards at the site and to recommend project design and construction features that would reduce these hazards. One or more geotechnical (foundation) investigations for the project by a California-licensed geotechnical engineer would be included as part of the project. The project sponsor and its contractors would follow the recommendations of the final geotechnical reports regarding any excavation and construction of the project, including the types of foundations necessary to support various project elements. To ensure compliance with all current San Francisco Building Code provisions regarding structural safety, the Department of Building Inspection would review the geotechnical report and building plans for the proposed project and determine the necessary engineering and design features to reduce potential damage to structures caused by groundshaking and liquefaction. In this way, amelioration of potential damage to structures from geologic hazards at the project site would be ensured through the Department of Building Inspection requirement for a geotechnical report and review of the building permit application.

The project site is about 12 feet above mean sea level. The project site is relatively flat and slopes down towards the north, from Main Street to Spear Street.[12] The northern portion of the project site is a filled portion of Yerba Buena Cove.[13] The filling of Yerba Buena Cove brought the grade of Folsom Street at Spear up to city base.[14] The ground surface in the project area

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[12] Treadwell & Rollo, Inc., *Geotechnical Investigation for 300 Spear Street, San Francisco, California,* December 22, 2000, p. 7.

[13] The 1853 U.S. Coast Survey map indicates that Yerba Buena Cove from Mission Street to Rincon Point ranged in depth from one to three feet at low mean tide. This shallow extended bayward for about 700 feet from First Street before dropping abruptly to five fathoms. Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, p. C-14. Treadwell & Rollo, Inc., *Geotechnical Investigation for 300 Spear Street, San Francisco, California,* December 22, 2000, p. 9.

[14] Established in 1850, city base is 6.7 feet above mean low tide or 11.67 feet above mean low water. The United States Coast Survey maps use low water as their 0-foot elevation. Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, p. C-14.

slopes gradually up from Folsom and Spear Streets toward Harrison and Main Streets (Folsom Street, gradually sloping upward to the west of Spear Street, is 5 feet above base at Main Street). The site is covered by a paved parking lot.

A preliminary geotechnical investigation for the project site completed in 2000 by Treadwell & Rollo indicates the site is underlain by unengineered fill material (primarily loose silty and clayey sand, stiff sandy silt and clay, and some rubble) placed in the area during the general filling of the San Francisco waterfront during the period from 1850 through the early 1900s.[15] Thickness of the fill reported at the site ranges from 2 feet to 19 feet, depending on the location sampled. Beneath the fill is very loose to very dense native sand and gravel with varying amounts of clay. This layer extends to depths ranging from about 20 feet to about 54.5 feet below the ground surface, and the thickness of this layer increases towards the west. Beneath these sands was encountered up to 11 feet of residual soil (consisting of hard clay and gravelly clay); this layer extends to depths ranging from about 15 feet to about 58 feet below the ground surface. Bedrock of the Franciscan Complex was encountered at the site below the native sand and residual soil. According to the Treadwell and Rollo report, bedrock is shallowest (within three feet from the ground surface) at the east corner of the site and drops down towards the southwest, to depths of 56 to 58 feet below the existing ground surface. Bedrock consists of shale, greywacke, chert, sandstone and serpentinite. Groundwater was encountered in the preliminary geotechnical investigations for 300 Spear project at a depth of approximately 13 feet below the ground surface.[16] In the 1992 field investigation by Morris Knudsen Corporation groundwater was encountered at depths ranging from about 7.5 feet to about 14 feet below the ground surface. Groundwater appears to flow in a northerly direction in the vicinity of the site.[17]

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[15] Treadwell & Rollo, Inc., *Geotechnical Investigation for 300 Spear Street, San Francisco, California,* December 22, 2000, p. 8.

[16] Treadwell & Rollo, Inc., *Geotechnical Investigation for 300 Spear Street, San Francisco, California,* December 22, 2000, p. 10.

[17] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 5.

The proposed project would require excavation to a depth of about 66 ft. below street grade and would result in the removal of about 185,000 cubic yards of soil. Because of the composition of the subsurface material at the site, it is probable that the building structure proposed for the site would need special foundations. It is anticipated that by judiciously locating the bottom level of parking, mat foundations can be used instead of pile foundations.

Because of the shallow nature of the water table, it is likely that at least some of the excavations for the proposed structure would need dewatering, discussed further in "Water" below. The 300 Spear project includes mitigation measures (see pp. 47-48) to reduce the potential settlement effects of dewatering on nearby streets and properties.

Topography/Unique Geological Features

The proposed project would not alter the topography of the site, or otherwise affect any unique geologic or physical features of the site.

Based on the above discussion, no further analysis of geology and seismicity or topography is required in the EIR.

10.	**Water** - Could the project:	Yes	No	Discussed
	a. Substantially degrade water quality, or contaminate a public water supply?	_	X	X
	b. Substantially degrade or deplete ground water resources, or interfere substantially with ground water recharge?	_	X	X
	c. Cause substantial flooding, erosion or siltation?	_	X	_

Water Quality

The project would not substantially degrade water quality or contaminate a public water supply. All sanitary wastewater from the proposed buildings and stormwater runoff from the project site would be collected and treated at the Southeast Water Pollution Control Plant prior to discharge in San Francisco Bay. Treatment would be provided pursuant to the effluent discharge limitations set by the Plant's National Pollutant Discharge Elimination System (NPDES) permit. See pp. 26-27 for a discussion of sewer and treatment plant capacity. See "Flooding, Erosion, and Siltation" below for a discussion of water quality during construction.

Groundwater Resources

The project would include excavation to about 66 feet in depth to accommodate up to six levels of underground parking. Dewatering could be required. Any groundwater encountered during construction would be subject to the San Francisco Industrial Waste Ordinance (Ordinance No. 199-77), which requires that groundwater meet specified standards before being discharged into the sewer system. The Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission would be notified if the project were to require dewatering.

Should dewatering be necessary, the final foundation study for the project would address the potential settlement and subsidence impacts of this dewatering. Based upon this discussion, the foundation study would contain a determination as to whether or not a lateral movement and settlement survey should be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey is recommended, the Department of Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) be retained by the project sponsor to perform this monitoring. Groundwater monitoring wells and/or instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to

occur during construction, groundwater recharge would be used to halt this settlement. The project would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor. The project would include mitigation measures to reduce the potential water quality effects of dewatering (see pp. 48-49).

Flooding, Erosion and Siltation

The project site is entirely paved; therefore, the project would not substantially affect the area of impervious surface at the site or alter site drainage. Project-related wastewater and storm water would continue to flow to the City's combined sewer system and would be treated to standards contained in the City's National Pollutant Discharge Elimination System (NPDES) Permit for the Southeast Water Pollution Control Plant prior to discharge. During construction, requirements to reduce erosion would be implemented pursuant to California Building Code Chapter 33, Excavation and Grading. During operations, the project would comply with all local wastewater discharge requirements.

No use of groundwater currently exists on the site. Therefore, groundwater resources would not be substantially degraded or depleted, and the project would not interfere substantially with groundwater recharge. Soil would be exposed during site preparation, but because the project site is relatively flat, the potential for substantial flooding, erosion, or siltation would be low.

The project would include a mitigation measure to reduce the potential water quality effect of sedimentation (see pp. 48-49).

Based on the above discussion, the EIR will not include further analysis of hydrology and water quality issues.

11. **Energy/Natural Resources** - Could the project:	Yes	No	Discussed
a. Encourage activities which result in the use of large amounts of fuel, water, or energy, or use these in a wasteful manner?	_	X	X
b. Have a substantial effect on the potential use, extraction, or depletion of a natural resource?	_	X	_

Energy Use

The project includes new residential units, office space, retail space and new parking areas. Development of these uses would not result in use of large amounts of fuel, water or energy in the context of energy use throughout the City and region. The project would meet current state and local codes concerning energy consumption, including Title 24 of the California Code of Regulations enforced by the Department of Building Inspection. For this reason, the project would not cause a wasteful use of energy, and would have a less-than-significant impact on energy and natural resources.

The proposed project would increase demand for and use of public services, but not in excess of amounts expected and provided for in this area. San Francisco consumers have recently experienced rising energy costs and uncertainties regarding the supply of electricity. The root causes of these conditions are under investigation and are the subject of much debate. Part of the problem is thought be that the State does not generate sufficient energy to meet its demand and must import energy from outside sources. Another part of the problem may be the lack of cost controls as a result of deregulation. The California Energy Commission (CEC) is currently considering applications for the development of new power-generating facilities in San Francisco, the Bay Area, and elsewhere in the State. These facilities could supply additional energy to the power supply "grid" within the next few years. These efforts, together with conservation, will be part of the statewide effort to achieve energy sufficiency. The project would not be built and occupied until about 2004; therefore, additional generating facilities may

have been completed by the time the project is in operation. The project-generated demand for electricity would be negligible in the context of the overall demand with San Francisco and the State, and would not in and of itself require a major expansion of power facilities. Therefore, the energy demand associated with the proposed project would not result in a significant physical environmental effect.

Because the project would comply with the energy efficiency regulations of Title 24, it would not be considered to use energy wastefully. Based on this evaluation, no substantial environmental effects related to energy use are expected from the proposed project, and energy consumption will not be discussed further in the EIR.

Natural Resource Use

Other than natural gas and coal fuel used to generate the electricity for the project, the project would not use substantial quantities of other non-renewable natural resources. Therefore, the project would not have a substantial effect on the use, extraction, or depletion of a natural resource, and this topic is not required to be further analyzed in the EIR.

12. **Hazards** - Could the project:	Yes	No	Discussed
a. Create a potential public health hazard or involve the use, production or disposal of materials which pose a hazard to people or animal or plant populations in the area affected?	_	X	X
b. Interfere with emergency response plans or emergency evacuation plans?	_	X	X
c. Create a potentially substantial fire hazard?	_	X	X

Public Health Hazards and Hazardous Materials

Hazardous Materials Use. The proposed project would involve residential, retail and office development that would require relatively small quantities of hazardous materials for routine business and household purposes. The development would likely handle common types of hazardous materials, such as paints, cleaners, toners, solvents, and disinfectants. These commercial products are labeled to inform users of potential risks and to instruct them in appropriate handling and disposal procedures. Most of these materials are consumed through use, resulting in relatively little waste. Businesses are required by law to ensure employee safety by identifying hazardous materials in the workplace, providing safety information to workers that handle hazardous materials, and adequately training workers. For these reasons, hazardous materials use by the project would not pose any substantial public health or safety hazards related to hazardous materials.

Soil and Groundwater. Historical activities at the project site and in its vicinity have resulted in the release of contaminants into soil and groundwater. Phase 1 and Phase 2 Environmental Site Assessments performed on the site by Treadwell & Rollo in October 1999 have been prepared for the property that comprises (and is adjacent to) the site.[18] These list current and past operations, review environmental agency databases and records, report site reconnaissance observations, summarize potential contamination issues that warrant further investigation, and report laboratory test results for limited soil and groundwater sampling at the site. Previous investigations (from 1992) have also identified hazardous materials in the soil and the groundwater at or near the site.[19] The information available in the Phase 1 and Phase 2

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[18] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California*, December 9, 1999.

[19] Morrison Knudsen Corp., *Phase II Site Investigation, Final Report Volume I, Directors Deed DD - 38890-01-01, Harrison Street Property, San Francisco, California*, July 10, 1992. Environmental assessment was performed on the project site by Morrison Knudsen Corporation in July 1992, and indicated the following:

- Two underground tanks may be present in the former bus parking area.
- One underground tank, waste collection sump, and numerous containers and drums of hazardous material or wastes were present in the vehicle maintenance room in the previous building (now demolished) at 160 Harrison Street.

Treadwell & Rollo 1999 studies is summarized below. The project site was not referenced on any of the lists of hazardous waste sites maintained by local or regional agencies, the State of California, or the U.S. EPA.[20]

The southern portion of the site (around the 160 Harrison Street property) is situated on bedrock, formerly part of the steep Rincon Point. The northern portion of the project site was originally part of Yerba Buena Cove of the San Francisco Bay. Groundwater was locally encountered at depths of approximately 7.5 feet to 14 feet below ground surface; it generally seems to flow in a northerly direction in the vicinity of the site. This suggests that former activities conducted at blocks to the south-southwest of the site have the highest potential to adversely impact soil and groundwater beneath the site.[21]

Manufacturing, industrial, commercial activities, and residential uses have been operating in the site area since at least the late 1880's, and these have the potential to impact soil and groundwater quality. A coal gasification plant operated near the site from the 1850's through the 1860's, and discharged coal tar wastes (containing regulated compounds including PAHs). The northern portion of the site was used for coal and lumber storage and warehousing until the 1920's. Subsequently, it was occupied by the Pacific Diamond Bag Company for the production of burlap bags, until the early 1970's. After demolition of the buildings, this portion of the site has been used as a paved parking lot.

- An underground tank may be present beneath the sidewalk adjacent to Harrison Street.
- Asbestos and polychlorinated biphenyls (PCBs) are present in the building at 160 Harrison Street.
- Samples of soil vapors, soil, and groundwater contained PAHs, VOCs, petroleum hydrocarbons, mineral spirits, and metals.

[20] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 6. VISTA Information Solutions, Inc., of San Diego, California provides a listing of the results of a comprehensive search of government databases identifying sites on local, state and U.S. EPA lists with potential sources of hazardous substances. The VISTA report is presented in Appendix B of the Treadwell & Rollo report.

[21] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 5.

In the early 1900's, much of the project area was filled with debris from the 1906 San Francisco Earthquake and the fire that followed. Fill material from this period often contains elevated levels of various metals, petroleum hydrocarbons, and polynuclear aromatic hydrocarbons. These soil conditions are common throughout the Greater South of Market area. These were also detected in soil samples collected at site.

Soil and groundwater studied at the project site have been impacted by the elevated levels of metals and petroleum hydrocarbons, primarily in the first 5 feet to 8 feet of soil.[22] No pesticides, PCBs, cyanide, sulfides or asbestos were detected at or above the reporting limits in the samples analyzed. Semi-volatile organic compounds (SVOCs) and volatile organic compounds (VOCs) were detected at low concentrations in some soil samples.[23] Total petroleum hydrocarbons (TPH) were detected in all soil samples; however, except for the TPH detected in one soil sample the concentrations of TPH detected in soil and groundwater do not appear to "pose a significant environmental concern" or "be high enough that a regulatory agency would require further investigation or remediation."[24] However, soil excavated for potential site development may not be suitable as use for clean fill, and may require disposal in an appropriate landfill.

Lead, copper, and chromium were the only metals detected in the soil samples at elevated concentrations. Elevated levels of lead were generally found in the upper 5 feet to 8 feet of fill in borings where earthquake fill was observed.[25] Polynuclear aromatic hydrocarbons (PAHs) were

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[22] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 16.

[23] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 15.

[24] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 15, p. 17.

[25] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California,* December 9, 1999, p. 15.

not detected at elevated concentrations.[26] In the field, no visual evidence of petroleum hydrocarbons was detected in the groundwater. The petroleum hydrocarbon concentrations detected in groundwater do not appear to be such that a regulatory agency would require further investigation or remediation.[27] Previous investigations have identified two suspected underground storage tanks (USTs) beneath the parking lot area. The 1999 investigation did not confirm the presence of the suspected USTs, however, and soil or groundwater contamination typically associated with a potential UST was not encountered.[28]

Project plans call for excavation and removal of roughly 185,000 cubic yards of soil from the project site. If contaminated areas at the project site were to be excavated, contaminated soil or groundwater could be encountered. Without appropriate safeguards, earth-moving activities could potentially expose workers and possibly the public to chemical compounds in soils, soil gases (gases or vapors, mostly air, trapped within soil), or groundwater. Exposure would most likely occur through skin contact or inhalation. Workers directly engaged in on-site activities would face the greatest potential for exposure to contaminants. The public could also be exposed if access to the construction site were insufficiently controlled. Hazardous materials exposure could cause short-term or long-term health effects specific to each chemical present at the site if present in sufficient concentration and duration.

Since the project site was historically part of San Francisco Bay, it is subject to Article 20 of the San Francisco Public Works Code (the Maher Ordinance). The Maher Ordinance requires that applicants for building permits within certain areas (largely the part of San Francisco's eastern shoreline created by landfill) prepare a site history and site investigative report analyzing the

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[26] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California*, December 9, 1999, p. 15.

[27] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California*, December 9, 1999, p. 14. Analytical results indicate that most of the total lead concentrations do not exceed the current California hazardous criteria of 350 milligrams per kilogram (mg/kg). However, most of the sample analyzed for soluble lead exceeded the California hazardous criteria of 5 milligrams per liter (mg/l).

[28] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California*, December 9, 1999, p. 17.

site's soil for hazardous wastes. The analysis is required if more that 50 cubic yards of soil are to be disturbed and the project is either on fill or at a location designated for investigation by the Department of Public Works. Where the analysis reveals the presence of hazardous wastes, the ordinance requires site mitigation pursuant to the standards, regulations, and determinations of local, state and federal regulatory agencies. Site mitigation is to involve the removal of hazardous substances and their disposal at an approved disposal site, or other appropriate actions.

In compliance with the Maher Ordinance, a site history and site investigative report has been prepared for the project site.[29] Where hazardous wastes exceed local, state or federal standards, a Site Mitigation Plan would be submitted to appropriate agencies, including the San Francisco Department of Public Health (SFDPH). The Site Mitigation Plan would be prepared prior to obtaining a building permit. Where toxic materials are found for which no standards have been established, a determination would be sought from appropriate agencies as to whether a Site Mitigation Plan would be needed. In accordance with the Maher Ordinance, the construction contractor would handle and dispose of excavated soils properly, employ worker health and safety and dust control procedures, and have a State Registered Professional Geologist or Engineer certify, at the completion of foundation activities, that all elements of the Site Mitigation Plan have been performed in compliance with the Maher Ordinance.

Building Materials. There are no existing buildings on the project site. Therefore no hazardous building materials would be generated by demolition.

Emergency Response Plans

No interference with emergency response plans or emergency evacuation plans would be expected. The project sponsor would develop an evacuation and emergency response plan in

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[29] Treadwell & Rollo, Inc., *Environmental Site Assessment Caltrans Site, Folsom, Main and Harrison Streets, San Francisco, California*, December 9, 1999.

consultation with the Mayor's Office of Emergency Services to ensure coordination between San Francisco's emergency planning activities and the project sponsor's plan to provide for building occupants in the event of an emergency. The project sponsor's plan would be reviewed by the Office of Emergency Services and implemented before the Department of Public Works issued final building permits. Occupants of the proposed project would contribute to congestion if an emergency evacuation of the 300 Spear Street building were required. Section 12.202(e)(1) of the San Francisco Fire Code requires that all owners of high-rise buildings (over 75 feet) "establish or cause to be established procedures to be followed in case of fire or other emergencies. All such procedures shall be reviewed and approved by the chief of division." Additionally, project construction would have to conform to the provisions of the Building and Fire Codes which require additional life-safety protections for high-rise buildings.

Fire Hazards

San Francisco ensures fire safety primarily through provisions of the Building Code and the Fire Code. Existing buildings are required to meet standards contained in these codes. In addition, the final building plans for any new residential project greater than two units are reviewed by the San Francisco Fire Department (as well as the Department of Building Inspection), in order to ensure conformance with these provisions. The proposed project would conform to these standards, which (depending on building type) may also include development of an emergency procedure manual and an exit drill plan. In this way, potential fire hazards (including those associated with hillside development, hydrant water pressure, and emergency access) would be mitigated during the permit review process.

Potential health and safety issues related to potentially contaminated building components, contaminated soil and groundwater, and future use of hazardous materials on site would be reduced to less-than significant levels, with implementation of the mitigation measures identified on pp. 49-50 that are included in project development. Therefore, these issues do not require further analysis and will not be discussed in the EIR.

13. **Cultural** - Could the project:	Yes	No	Discussed
a. Disrupt or adversely affect a prehistoric or historic archaeological site or a property of historic or cultural significance to a community, ethnic or social group; or a paleontological site except as a part of a scientific study?	_	X	X
b. Conflict with established recreational, educational, religious or scientific uses of the area?	_	X	_
c. Conflict with the preservation of buildings subject to the provisions of Article 10 or Article 11 of the City Planning Code?	_	X	X

Archaeological Resources

An archival cultural resources evaluation by Holman and Associates in 1996 for the proposed Rincon Sports and Entertainment Center inventoried potential subsurface historic or pre-historic resources and documented the history of the Rincon Hill neighborhood.[30] The area studied in this report included the 300 Spear Street project site. Potential for the existence of subsurface cultural resources of the prehistoric/protohistoric period (c. 4000 B.C. - A.D. 1775), Spanish/Mexican and Early American Era (1776-1848) and the Gold Rush and Later 19th Century eras (1849-c. 1906) were systematically examined.

Most of the project site existed in a natural state as sand hills before 1848.[31] The northwest corner of the project site was a part of the Yerba Buena Cove until landfill and grading of the area in the 1850s. By the late 1850's the project area had been greatly changed; the project site

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[30] Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996.

[31] Rincon Point was one of the favorite recreational areas for families living in the Yerba Buena settlement before 1848. Refer Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, p. C-16.

and the surrounding areas had been graded and paved to give rise to industrial uses and some private residences in the area.[32] Industrial facilities at the project site included the Hobbs, Wall & Co. Box Factory (1884 - early 1890s); the J.M. McDonough Coal Yard/Central Yard Co. (1880s-1906), and the Pacific Diamond Bag Company (1920s - 1970s).

South of Market industrial facilities such as these were central to the City's economic prosperity in the second half of the 19th century. The Earthquake and Fire of 1906 consumed much of the South of Market area, up to Main Street, but did not destroy buildings on the project building, including the Sailor's Home that was opened in 1876 on the southern half of the project block. The Haslett Warehouse Company built a warehouse on the project site in 1913, adjacent to the Central Coal Company yard; the warehouse was used by the Pacific Diamond Bag Company from the 1930's until the 1960's. After 1906, the project site and its immediate surroundings began to assume the essential architectural and demographic contours that have characterized the area throughout the remainder of the 20th century. The project site is now characterized by parking uses; buildings adjacent to or near the project site represent a variety of 20th architectural styles, including early 20th century industrial, modern commercial and postmodern styles.

According to the Holman and Associates evaluation, "no prehistoric site or other resources have been previously recorded within or immediately adjacent to the project area,"[33] and there is only a remote possibility that a prehistoric site is located within the project site. A significant prehistoric archaeological (shell midden) deposit was recovered in 1929 about half a mile southeast of the project site, at Third and Harrison Streets. This discovery was made at a site with a similar natural environmental setting as the proposed project site. In 1988, another previously unrecorded prehistoric shell midden site was encountered within about half a mile

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[32] Treadwell & Rollo, Inc., *Phase I Environmental Site Assessment for 201 Folsom Street, San Francisco, California,* July 3, 2000, p. 4. Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California,* February 5, 1996, p. C-29 - C-31.

[33] Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California,* February 5, 1996, p. C-14.

northwest of the proposed project site on Howard Street between Third and Fourth Streets at the Yerba Buena Center area.[34]

Prior to the Gold Rush era, there is no record of settlement or occupation on the project site (part of the site was historically reclaimed from the former Yerba Buena Cove), and records indicate that the area remained in its natural state as noted above. As a result, historic cultural resources from the Spanish/Mexican period and Early American era (1776-1848) would not likely be encountered at the project site, especially since the areas settled during these periods are not near the project site.[35]

No subsurface cultural resources from the Gold Rush period have been found at the project site. However, given that the project site has been occupied since 1850, "it is highly probable there are significant subsurface historic archaeological resources dating to the Gold Rush-era throughout much of the project site."[36] The northern half of the project site was originally submerged in Yerba Buena Cove. When this area was filled in the late 1850s, artifacts in trash deposits from the early shipping industry could have been buried and survive to the present day. Although no recorded hulks have been identified in this area, it is possible that storeships and other vessels are submerged in this area.

The proposed project would include excavation to a depth of 66 feet below the ground surface to accommodate mat foundations and subsurface parking facilities. Based upon archival evidence, the proposed project may disrupt or adversely affect prehistoric resources or historic archaeological resources from the Gold Rush era. The project includes a mitigation measure (see

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[34] Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, pp. C-4, C-15.

[35] Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, p. C-25.

[36] Holman and Associates, *An Inventory of Potential Archaeological Resources in the Rincon Sports and Entertainment Center Project Area, San Francisco, California*, February 5, 1996, p. C-25.

pp. 50-52) that is intended to reduce the potential impact to cultural resources to a less-than-significant level. Archaeological resources will not be discussed further in the EIR.

Historic Architectural Resources

The project site and vicinity does not include structures identified as historic architectural resources by the San Francisco Planning Code and other surveys. There are no buildings on site currently; therefore, historic architectural resources will not be discussed further in the EIR.

OTHER - Could the project:	Yes	No	Discussed
Require approval and/or permits from City departments other than the Planning Department or the Department of Building Inspection, or from regional, state, or federal agencies?	X	_	X

A list of approvals and permits necessary for the project is presented in the Project Description, above, on p. 11.

MITIGATION MEASURES	Yes	No	N/A	Discussed
1. Could the project have significant effects if mitigation measures are not included in the project?	X	_	_	X
2. Are all mitigation measures necessary to eliminate significant effects included in the project?	X	_	_	X

Mitigation Measure 1: Noise

It is unlikely that pile driving would be required for this project; however, should it be necessary to install pile foundations, the project sponsor would require construction contractors to predrill holes to the maximum depth feasible on the basis of soil conditions. Contractors would be required to use construction equipment with state of the art noise shielding and muffling devices.

The project sponsor would also require that contractors schedule pile driving activity for times of the day that would be consistent with the Noise Ordinance.

Mitigation Measure 2: Construction Air Quality

The project sponsor would require the contractor(s) to spray the site with water during demolition, excavation, and construction activities; spray unpaved construction areas with water at least twice per day; cover stockpiles of soil, sand, and other material; cover trucks hauling debris, soils, sand or other such material; and sweep surrounding streets during demolition, excavation, and construction at least once per day to reduce particulate emissions. Ordinance 175-91, passed by the Board of Supervisors on May 6, 1991, requires that non-potable water be used for dust control activities. Therefore, the project sponsor would require that the contractor(s) obtain reclaimed water from the Clean Water Program for this purpose. The project sponsors would require the project contractor(s) to maintain and operate construction equipment so as to minimize exhaust emissions of particulates and other pollutants, by such means as a prohibition on idling motors when equipment is not in use or when trucks are waiting in queues, and implementation of specific maintenance programs to reduce emissions for equipment that would be in frequent use for much of the construction period.

Mitigation Measure 3: Geology/Topography

- The project sponsor would ensure that the construction contractor conducts a pre-construction survey of existing conditions and monitors any adjacent buildings for damage during construction, if recommended by the geotechnical engineer in the foundation investigations.

- If dewatering were necessary, the final foundation report would address the potential settlement and subsidence impacts of this dewatering. Based on this discussion, the foundation report would determine whether or not a lateral movement and settlement survey would be done to monitor any movement or settlement of surrounding buildings and adjacent streets. If a monitoring survey were recommended, the Department of

Building Inspection would require that a Special Inspector (as defined in Article 3 of the San Francisco Building Code) would be retained by the project sponsor to perform this monitoring. Instruments would be used to monitor potential settlement and subsidence. If, in the judgement of the Special Inspector, unacceptable movement were to occur during construction, groundwater recharge would be used to halt this settlement. The project sponsor would delay construction if necessary. Costs for the survey and any necessary repairs to service lines under the street would be borne by the project sponsor.

- If dewatering were necessary, the project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding dewatering to avoid settlement of adjacent streets, utilities, and buildings that could potentially occur as a result of dewatering.

- The project sponsor and its contractor would follow the geotechnical engineers' recommendations regarding installation of settlement markers around the perimeter of shoring to monitor any ground movements outside of the shoring itself. Shoring systems would be modified as necessary in the event that substantial movements are detected.

Mitigation Measure 4: Water Quality

The project sponsor would ensure that groundwater from site dewatering and stormwater runoff meets the discharge limitations of the City's Industrial Waste Ordinance by carrying out the following:

- If dewatering were necessary, the project sponsor would follow the recommendations of the geotechnical engineer or environmental remediation consultant, in consultation with the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission, regarding treatment, if any, of pumped groundwater prior to discharge to the combined sewer system.

- If dewatering were necessary, groundwater pumped from the site would be retained in a holding tank to allow suspended particles to settle, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission to reduce the amount of sediment entering the combined sewer system.

- The project sponsor would require the general contractor to install and maintain sediment traps in local storm water intakes during construction to reduce the amount of sediment entering the combined sewer system, if this were found to be necessary by the Bureau of Environmental Regulation and Management of the San Francisco Public Utilities Commission.

Mitigation Measure 5: Hazards

In addition to local, state, and federal requirements for handling hazardous materials, the project sponsor would enter into a voluntary agreement with the San Francisco Department of Public Health to undertake the following work and any additional requirements imposed by the Department of Public Health under the agreement.

- Prior to initiating any earth-moving activity at the project site, the project sponsor would consult with the San Francisco Health Department to determine whether additional soil sampling would be necessary under Public Works Code Article 20 (the Maher Ordinance). Disposal of excavated soils would comply with existing local, state, and federal regulations. If determined to be necessary, a Site Safety and Health Plan would be prepared. In addition to measures that protect on-site workers, the Plan would include measures to minimize public exposure to contaminated soils. Such measures would include dust control, appropriate site security, restriction of public access, and posting of warning signs, and would apply from the time of surface disruption through the completion of earthwork construction.

- The project sponsor would provide all reports and plans prepared in accordance with Mitigation Measure 5 to the San Francisco Department of Public Health and any other agencies identified by the Department of Public Health. When all hazardous materials have been removed from the project site, and soil analysis and other activities have been completed, as appropriate, the project sponsor would submit to the San Francisco Planning Department and the Department of Public Health (and any other agencies identified by the Department of Public Health) a report stating that all hazardous materials have been removed from the project site, and describing the steps taken to comply with this mitigation measure. Any verifying documentation would be attached to the report. The report would be certified by a Registered Environmental Assessor or similarly qualified individual.

Mitigation Measure 6: Archaeological Resources

Given the location and depth of excavation proposed, and the likelihood that archaeological resources would be encountered on the project site, the sponsor has agreed to retain the services of an archaeologist. The archaeologist would carry out a pre-excavation testing program to better determine the probability of finding cultural and historical remains. The testing program would use a series of mechanical, exploratory borings or trenches and/or other testing methods determined by the archaeologist to be appropriate.

If, after testing, the archaeologist determines that no further investigations or precautions are necessary to safeguard potentially significant archaeological resources, the archaeologist would submit a written report to the Environmental Review Officer (ERO), with a copy to the project sponsor. If the archaeologist determines that further investigations or precautions are necessary, he/she shall consult with the ERO and they shall jointly determine what additional procedures are necessary to minimize potential effects on archaeological resources.

These additional mitigation measures would be implemented by the project sponsor and might include a program of on-site monitoring of all site excavation, during which the archaeologist

would record observations in a permanent log. The monitoring program, whether or not there are finds of significance, would result in a written report to be submitted first and directly to the ERO, with a copy to the project sponsor. During the monitoring program, the project sponsor would designate one individual on site as his/her representative. This representative would have the authority to suspend work at the site to give the archaeologist time to investigate and evaluate archaeological resources should they be encountered.

Should evidence of cultural resources of potential significance be found during the monitoring program, the archaeologist would immediately notify the ERO, and the project sponsor would halt any activities which the archaeologist and the ERO jointly determine could damage such cultural resources. Ground disturbing activities which might damage cultural resources would be suspended for a total maximum of four weeks over the course of construction.

After notifying the ERO, the archaeologist would prepare a written report to be submitted first and directly to the ERO, with a copy to the project sponsor, which would contain an assessment of the potential significance of the find and recommendations for what measures should be implemented to minimize potential effects on archaeological resources. Based on this report, the ERO would recommend specific additional mitigation measures to be implemented by the project sponsor. These additional mitigation measures might include a site security program, additional on-site investigations by the archaeologist, and/or documentation, preservation, and recovery of cultural material.

Finally, the archaeologist would prepare a report documenting the cultural resources that were discovered, an evaluation as to their significance, and a description as to how any archaeological testing, exploration and/or recovery program was conducted.

Copies of all draft reports prepared according to this mitigation measure would be sent first and directly to the ERO for review. Following approval by the ERO, copies of the final report(s) would be sent by the archaeologist directly to the President of the Landmarks Preservation

Advisory Board and the California Historical Resources Information System, Northwest Information Center. Three copies of the final archaeology report(s) shall be submitted to the Major Environmental Analysis Section of the Planning Department, accompanied by copies of the transmittals documenting its distribution to the President of the Landmarks Preservation Advisory Board and the California Historical Resources Information System, Northwest Information Center.

ALTERNATIVES

The EIR will discuss several alternatives to the proposed project that would reduce or eliminate any significant environmental effects. The alternatives will include the following:

1. No Project. The No Project Alternative is required by CEQA to be discussed in the EIR. The project site would remain in use as a parking lot, with no changes in zoning or height limits. Potential uses that could be developed under the existing P district zoning for Assessors Blocks 3745 and 3746 will be briefly discussed.

2. Existing Height and Bulk Alternative. This alternative would include a change in zoning from P to RC-4 as proposed by the project, but would not change the height limits. Shorter towers would be constructed, in conformity with existing height, bulk and tower separation limits. One parking space would be provided for each residential unit, as for the proposed project, resulting in fewer overall parking spaces in the alternative. Retail and office space would be provided in proportion to the amount of residential space, as permitted in the Rincon Hill Special Use District; the alternative would include smaller amounts of commercial space and fewer residential units than the proposed project.

3. Full Buildout Under Proposed Rincon Hill Rezoning Alternative. This alternative would include the maximum amount of commercial retail and office space permitted in the Project Sponsors' proposed new Residential/ Commercial subdistrict of the Rincon Hill SUD on the

201 Folsom Street site, and maximum development of the 300 Spear Street site. The maximum amount of parking permitted under the proposed new zoning controls would be included on both the 201 Folsom Street site and the 300 Spear Street site in this alternative. For 201 Folsom Street this alternative would also include replacement parking for the USPS.

MANDATORY FINDINGS OF SIGNIFICANCE	Yes	No	Discussed
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or pre-history?	_	X	_
2. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals?	_	X	_
3. Does the project have possible environmental effects which are individually limited, but cumulatively considerable? (Analyze in the light of past projects, other current projects, and probable future projects.)	X	_	X
4. Would the project cause substantial adverse effects on human beings, either directly or indirectly?	_	X	_

The project could contribute to cumulative traffic, transit, and air quality impacts in the Bay Area. These will be discussed in the EIR.

ON THE BASIS OF THIS INITIAL STUDY:

__ I find the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

___ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures in the discussion have been included as part of the proposed project. A NEGATIVE DECLARATION will be prepared.

_X_ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

DATE: July 20, 2001

Paul Maltzer
Environmental Review Officer
for
Gerald G. Green
Director of Planning